

**MINUTES OF LAYTON CITY
COUNCIL WORK MEETING**

MAY 7, 2015; 5:36 P.M.

**MAYOR AND COUNCILMEMBERS
PRESENT:**

**MAYOR BOB STEVENSON, JOYCE BROWN,
TOM DAY, JORY FRANCIS, SCOTT FREITAG
AND JOY PETRO**

STAFF PRESENT:

**ALEX JENSEN, STEVE GARSIDE, BILL WRIGHT,
JAMES (WOODY) WOODRUFF, TERRY
COBURN, TRACY PROBERT, SCOTT CARTER,
STEVE JACKSON, SHAWN HORTON, MARK
CHATLIN, ALLEN SWANSON, WES ADAMS,
PAUL APPLONIE, KENT ANDERSEN AND
THIEDA WELLMAN**

The meeting was held in the Council Conference Room of the Layton City Center.

Mayor Stevenson opened the meeting and turned the time over to Staff.

AGENDA:

PRESENTATION - UDOT

Brett Slater with UDOT gave the Mayor and Council an update on the Antelope Drive project and an update on the new interchange that would be constructed at Hill Field Road. He indicated that the Antelope Drive project had been ongoing for several months; they had gotten a little behind schedule because of utility issues. Mr. Slater said they were back on track and would be paving this Sunday. He said all of the signage was not ready to complete the project, but it would be finalized in mid June. Mr. Slater said final striping would be completed in the next couple of weeks. He indicated that the temporary striping had been somewhat confusing.

Councilmember Freitag asked how many lanes would there be on the bridge.

Mr. Slater said there would be three lanes in each direction.

Obrey Benyon with UDOT explained how the turning lanes would function. She explained that the turning pockets took up one of the lanes in each direction.

Councilmember Freitag asked if there would be three lanes in each direction on either side of the bridge, and then one lane would be taken for the turning movements.

Ms. Benyon said that was correct.

James "Woody" Woodruff, City Engineer, said there would be eight lanes total on the bridge with dual left turning lanes and two lanes going straight in each direction.

Mr. Slater said the Hill Field Road project was awarded to Ames Construction. He said they were currently working on the design build portion of the SPUI. Mr. Slater said construction would begin in the next month on the through turns with work happening later on for the interchange. Mr. Slater said two structures would be built to the side of the existing bridge and slid into place after the existing bridges were removed. He indicated that the newly constructed interchange and through turns would save about 10 minutes of travel time through that corridor.

Mr. Slater played a video of the traffic flow through the intersection and indicated that the video would be played in local movie theaters to help residents understand the movement better. He indicated that they were excited about the project.

Councilmember Petro asked if a semi-truck would be able to make it through the through turns.

Mr. Slater said yes; they were designed so that large trucks could make the maneuver.

Councilmember Brown said it would be important for signage to be in place.

Councilmember Petro asked when the through turns would be in place.

Mr. Slater said they were in the process with the design build team; they were designing the interchange and the work that was happening between Gordon Avenue and Main Street. Mr. Slater said they would begin construction within the month for the through turns, and it had to be completed before September of this year. He said the only portion that wouldn't be done was the actual SPUI, which would be completed next year.

Councilmember Brown asked if the intersection would function during the shopping season.

Mr. Slater said yes. He said the intersection would function during the entire construction process.

Councilmember Petro asked when they would start showing the video in the movie theaters.

Ms. Benyon said for the last two years they had been reaching out to the businesses and property owners, and then they would be reaching out to the drivers. She said they were being very strategic. Ms. Benyon said they had been meeting with local businesses in tailoring their approach to show the video in a variety of ways. She said she met with Walmart last week and they had asked to play the video on a television in the front of their store.

Councilmember Petro strongly encouraged them to reach out to the smaller businesses; particularly the Moon Dog restaurant.

Kent Andersen, Deputy Director of Community and Economic Development, said an article would be in the City's newsletter, on Facebook and the City's website.

Councilmember Freitag mentioned the City's monument signs at the off ramps of Antelope Drive and Hill Field Road. He asked if those could be redone with the new logo, and if they could be lighted.

Alex Jensen, City Manager, said that could be done if the Council wanted.

Woody said they had talked with a contractor about salvaging the existing signs and they would be working on landscaping. He said some areas had been identified to locate the signs.

Councilmember Freitag said they should be able to resurface the existing concrete signs.

Ms. Benyon said there was an updated aesthetics policy from UDOT.

Mr. Slater said there were opportunities with this project for the City to bring additional betterments to the interchanges.

Councilmember Freitag asked about street lighting.

Woody said new lighting was planned along Hill Field Road as part of the project. He said there would be

some lighting under the SPUI structure, but the City would be putting upgrading lighting along the corridor.

Bill Wright, Community and Economic Development Director, said Ames Construction would be building the SPUI bridge off to the side and then sliding it into place. He said there wouldn't be much disruption to traffic in the area.

Randy Jeffries with UDOT said he wanted to discuss the West Davis Corridor project and the location of the interchange. He said the City had been looking at two locations 2200 West and 2700 West. Mr. Jeffries said there were no fatal flaws with either location. He said as they looked at both locations, there were a couple of concerns they wanted to share with the City.

Mr. Jeffries said the distance from the next interchange to the south; at 200 North in Kaysville would be 1.2 miles from 2200 West and 1.9 miles from 2700 West. He said the closer distance caused issues with traffic trying to get on and off in a short distance. Mr. Jeffries said another consideration was the impact on local roads. He said if the interchange was moved to 2200 West traffic would increase to 7,000 cars a day; currently that was at less than 1,000. Mr. Jeffries said 2700 West didn't have homes on the road and could be planned for that type of traffic.

Councilmember Petro asked what section of 2200 West they looked at for the study.

Mr. Jeffries said south of Gentile Street.

Councilmember Petro asked what they anticipated traffic counts to be on 2200 West north of Hill Field Road if the interchange went in at 2700 West.

Steve Lord with Horrocks Engineering said there was a slight increase on 2200 West, but it wouldn't be significant.

Mayor Stevenson asked how traffic would disperse if the interchange was at 2700 West.

Mr. Lord said there would be an east/west split at Hill Field Road. He said traffic would split east and west and disperse through the neighborhoods.

Council and Staff discussed traffic movement in the area.

Councilmember Freitag said the first split for east/west traffic would be at Layton Parkway. He said a key factor would be commercial development at Hill Field Road and 2200 West.

Mr. Jeffries said the reason they saw only a slight increase on 2200 West with the interchange at 2700 West was because 2700 West would be designed as a higher capacity road than 2200 West. He said the model would send people on 2700 West instead of going over to 2200 West, which was a lower capacity, smaller roadway.

Councilmember Francis said in other words, 2700 West would be designed as a much larger street and would be more attractive to drivers.

Mr. Jeffries said yes.

Mayor Stevenson said they probably wouldn't be getting an answer this evening.

Mr. Jeffries said that was fine; they would leave the interchange at 2700 West unless they were directed otherwise.

Councilmember Freitag asked if street lights would be put on Antelope Drive where the changes were

being made.

Woody said yes. He said some would be installed from I-15 to Woodland Park, and eventually all the way to Hill Field Road. Woody said there were no lights planned to the west at this point; that was a UDOT road.

Alex said there was nothing budgeted to put lights to the west.

Woody said there was no widening planned to the west, but the City was taking advantage to install the conduit to the east where there was widening. He said lighting would be added to Robins Drive and to University Park Avenue.

Councilmember Petro asked if the poles were different for those that had the banner signs. She said banners would be a good way for promoting things going on in the City.

Alex said there were three different types of poles; subdivision poles, collector street poles and the downtown poles. He said he thought the banner poles could be added to any of them.

Councilmember Freitag asked about the strip of land along I-15 between Hill Field Road and Antelope Drive and the possibility of getting that area cleaned up. He asked if there were any opportunities to work with UDOT on cleaning that area.

Mr. Jeffries said whenever a city wanted to beautify interchanges or sections of I-15, there would need to be an agreement in place. The City would need to agree to maintain whatever was placed there.

Councilmember Freitag asked if there were examples of that happening along I-15.

Mr. Jeffries said there was an agreement in place with the City for the Layton Park interchange.

Alex said in the past, UDOT would mow that area but they wouldn't put in landscaping or maintain it. He said anything above the minimum standard for landscaping would be up to the City to maintain.

Councilmember Freitag said the City's stretch of I-15 was very visible.

Councilmember Petro asked if there would be any aesthetic design on the bridge on Hill Field Road.

Mr. Slater explained the proposed design. He said they were currently working with the City on color and pattern.

Bill Wright said Staff had recommended that they follow the same pattern that was on the Layton Parkway overpass.

DISCUSSION – MASTER TRANSPORTATION PLAN

Woody said the public open house on the Master Transportation Plan had been held. He said they wanted to share some of the comments, focusing on the 2200 West/2700 West interchange location. Woody gave the Mayor and Council a summary of the comments.

Steve Lord said as Woody stated, this was a report on the open house that was held on April 15th. He said there were 45 residents or land owners that signed in with a total of 110 comments. Mr. Lord reviewed some of the comments that were received, specifically comments about the pros and cons of the 2200 West or 2700 West connection. He explained a website that was set up to take comments.

Mr. Lord said in summary, there were 32 comments from people that were in favor of 2200 West or opposed to 2700 West, and 53 comments from people that were in favor of 2700 West or opposed to 2200

West.

Councilmember Brown asked if there was another way to take 2700 West to Hill Field Road other than angling it to 2550 West.

Woody said if the road went straight up 2700 West it intersected right under the power corridor. He said there was a 300-foot right of way for the power corridor.

Mr. Lord said the current plan showed a through connect to the north at 2550 West, but it was a much smaller subdivision street. It was not intended to be a through street into the neighborhood.

Councilmember Brown asked if they were anticipating that traffic would “T” at Hill Field Road.

Mr. Lord said yes. He said in the conversations he had with residents that evening, they preferred 2700 West if it didn’t continue through the neighborhood. Mr. Lord said when he explained ways to provide traffic calming features through neighborhoods, they were less antagonistic.

Bill explained a concept during the West Layton Village process to move the connection of 2700 West farther to the east and not have it align directly with 2550 West.

Mayor Stevenson said there was a good possibility that there would be a lot of traffic going through the neighborhood if the connection was made at 2550 West.

Mr. Lord said yes; if the road was wide open with five lanes through the subdivision. He said they would want to make sure that the road was very narrow and would not be used as a through street. Mr. Lord said there were things that could be done to mitigate that.

PRESENTATION – HOLMES CREEK IRRIGATION

Scott Carter, Special Projects Manager, said about a month and a half ago Staff presented a bunch of fact finding questions to the Council, that they wanted to present to the irrigation companies. He said they wanted the irrigation companies to come before the Council and discuss those questions.

Scott said this evening, Mr. Alton Fisher, President of Holmes Creek Irrigation Company, was here to discuss the information with the Council. He said Mr. Ron Richens and Mr. Dave Adams were also present and were members of the Holmes Creek Irrigation Company Board.

Alton Fisher said he had a history of what they had tried to do over the past few years. He said their ultimate goal was to provide cheap water to stockholders. Mr. Fisher explained that they had applied three times for federal grants, but had been unsuccessful. He said their engineering consultants suggested getting a trunk line down Gentile Street, and they applied for a fourth time for a grant, which they received. Mr. Fisher said they had applied for a State loan to go with the grant for \$800,000; the grant was for \$300,000. He said the project was in limbo; they would have to show the State that they could make the payments on the \$800,000 loan.

Mr. Fisher said they previously came to the City and to Kays Creek Irrigation in an attempt to sell some of their water, but were told that the water would not be needed for 10 years. He said they would lose the grant by then. Mr. Fisher indicated that the State loan was 2% interest for 11 years.

Mr. Fisher said, relative to the fact finding questions, Layton City owned 1/3 of the shares in Holmes Creek Irrigation. He said Holmes Creek Irrigation was interested in pursuing a pressurized system. Mr. Fisher displayed maps of their service area. He said they owned 1500 acre feet of water and the reservoir held 1050 acre feet of water. Mr. Fisher said they had the possibility of having 3000 acre feet of water.

Mayor Stevenson asked how that compared to how much water Kays Creek Irrigation had.

Mr. Fisher said he didn't know how much water Kays Creek Irrigation had. He said Holmes Creek had 1,200 acre feet out of Adams Canyon and 200 acre feet out of Snow Canyon, and that could double. Mr. Fisher said Kays Creek didn't have water out of either of those canyons.

Mayor Stevenson asked if those two canyons would produce that amount of water in a dry year.

Mr. Fisher said they would find out; this was one of the worst years on record. He said as of 5 days ago, the reservoir was 88% full. Mr. Fisher said in a normal year they could be at 88%, but there would still be snow pack for water later in the year. He said this year they would have to start using right out of the reservoir.

Mayor Stevenson asked if the creeks would dry out.

Mr. Fisher said Snow Canyon did. He said he had never seen Adams Canyon dry out. He said right now all of their water was going into the reservoir; they weren't sending any water down the creek. Mr. Fisher said there was water in the creek out west because of storm water and springs.

Councilmember Day said Kays Creek Irrigation had 1,250 acre feet of water in Hobbs Pond and Andy Adams had 950 acre feet of water. He said they leased 2,000 acre feet of water from Weber Basin every year.

Mr. Fisher went on to answer fact finding questions. He indicated that the dam on the reservoir was completely rebuilt in 1998 and they were still making payments of approximately \$8,000 a year for that. Mr. Fisher said they supplied some water in Kaysville to the Websters. He said it would not be feasible to pressurize that supply. Mr. Fisher said he felt that they should pressurize the area east of I-15 up to the reservoir, south to Kyle Anderson's property. He said initially their system covered the City complex, but that had changed.

Mayor Stevenson asked if their biggest issues now were the grant and the State loan, and being able to pay for it.

Mr. Fisher said they had been approved for the grant and the State loan, but the State would not give them the money until they could show that they could make the payments on the loan.

Mayor Stevenson asked what the easy fix for that would be.

Dave Adams explained the history of applying for the grant.

Mayor Stevenson asked why Kays Creek Irrigation wasn't leasing water from Holmes Creek Irrigation instead of Weber Basin Water.

Mr. Fisher said Kays Creek Irrigation had indicated that they might do that, but they wouldn't need the water for five to ten years. He said by then it would be too late for the grant.

Mayor Stevenson asked what the timeframe was for the grant.

Mr. Fisher said they would have to do something by October for the grant, but they could apply for an extension; the State loan would begin September 2016. He said they would pay interest only payments on the loan for three years after that; the interest payment would be \$14,700 per year.

Mayor Stevenson asked if they were able to generate that amount of money.

Mr. Fisher said they could probably do that out of the assessments. He said the following eight years, the payment would be \$107,000 per year. Mr. Fisher said there was no way they could generate that amount

of money.

Councilmember Petro asked how many additional users they would need to cover that cost.

Mr. Fisher said he didn't know that number.

Dave Adams said if there was an interest on the part of the County and the City to match the grant by contributing \$150,000 each, the loan from the State would not be necessary. He mentioned the possibility of running a trunk line and possibly paying for it out of revenues or with a smaller loan from the State.

Mr. Fisher said at one point the County had indicated that they would come up with another \$150,000 if the City would match it.

Councilmember Petro asked what the anticipated cost of the trunk line was.

Mr. Fisher said it was \$980,000.

Mayor Stevenson said financially they were not in very good shape. He asked what happened if the match wasn't there and the grant went away; in 10 years what would happen.

Mr. Ron Richens said the City would end up owning the company; currently the City owned over ¼ of the company. He said as development occurred, property owners were required to turn their shares of water over to the City.

Mr. Adams said there might be options for the water to go someplace south.

Mayor Stevenson asked Staff if they had any input on this. He said Holmes Creek Irrigation was in a predicament and was trying to get out of in.

Terry Coburn, Public Works Director, said the biggest value to the City was the water and the water shares. He said their infrastructure wasn't worth anything; most everything was open irrigation through ditches.

Mayor Stevenson said hypothetically, in 10 years if the City took Holmes Creek Irrigation over, what would the City do with it.

Terry said Staff had talked about the reservoir being a parks amenity. He said the value was the shares of water and the water.

Councilmember Day said there might be a lot of water that the City wouldn't own, which would have to be delivered through the system to existing shareholders. He said the City wouldn't be able to shut off the dam and only use it for a fishing pond.

Mr. Richens said that was where they were now; they had to deliver water to the shareholders.

Terry said those water users were diminishing in a hurry as the farm ground was being sold for subdivisions. He said he didn't know how long it would be before Holmes Creek Irrigation ran out of customers.

Councilmember Day said they still had a lot of residential customers.

Terry said that was flood irrigation.

Mr. Fisher said that was correct; they didn't have any pressurized water.

Mayor Stevenson asked if they covered more of Layton than Kaysville.

Mr. Fisher said yes; they had very minimal usage in Kaysville.

Mayor Stevenson asked what happened to the shares in Kaysville; did Kaysville City take those shares as property developed.

Mr. Fisher said no.

Steve Jackson, Assistant City Engineer, said he understood that the only companies Kaysville accepted were Kaysville Irrigation and Davis Weber Canal Company. He said if there were Holmes Creek Irrigation shares, Kaysville City would try to trade them for one of the other two companies.

Councilmember Day said if the other shareholders didn't want to sell their shares, the City wouldn't just inherit them. He said if the City wanted the entire company, it would eventually have to buy those shares.

Mayor Stevenson asked what would happen if there was no way to deliver water and no one wanted to buy it.

Mr. Richens said the City would still be required to maintain the system and deliver to those people. He said the City couldn't just shut them off.

Councilmember Day said the City could buy the shares.

Mr. Fisher said if the shareholders didn't want to sell their shares, the City would still have to provide the water.

Mr. Richens said this was the case with any water company. He said the only thing that had really changed with Holmes Creek Irrigation since the dam was built in 1870 was the color of canvases used to dam off the water.

Mayor Stevenson asked if they were just providing information or were they asking the City for help.

Mr. Fisher said they were giving the Council information that was requested so that the Council could make a decision.

Mr. Fisher asked if the City had a preference of options A, B, C, D or E.

Alex said the City didn't have a preference; that was the purpose for getting feedback from all of the irrigation companies to see what would be best.

MISCELLANEOUS

Councilmember Freitag asked about the signs that had been on Gentile Street indicating that it would be closed, but they were now gone.

Woody said North Davis Sewer District was going to replace a manhole at the Flint Street intersection, and the only way they could do that was to close the west bound lane of Gentile Street. He said the impacts to the community and businesses at this time were substantial. Woody said the Sewer District was willing to postpone those improvements until late summer. He said they willingly removed the signage and would be coming back later in the year to make those repairs.

Councilmember Day asked if this was a relining similar to other areas or if it was only to replace the manhole.

Woody said it was a manhole replacement. He said the Sewer District was doing a relining project on Angel Street.

The meeting adjourned at 6:57 p.m.

Thieda Wellman, City Recorder